

IDEA 0011

Copy of 20

8 NOV 1960

MEMORANDUM FOR: Deputy Director (Plans)

SUBJECT: Project IDEALIST Aircraft Modification

1. The attached Activity Program for Project IDEALIST development is submitted for your approval.

2. Subject Activity Program proposes the following modifications for U-2 and U-2C aircraft:

a. Two U-2C aircraft to be modified for inflight refueling. These aircraft to be assigned to [REDACTED]

b. Four U-2C aircraft to be modified for single side-band equipment. Two of these aircraft to be assigned to [REDACTED] two to be transferred to the [REDACTED]

c. No modifications proposed for any U-2 aircraft.

3. Summary of proposed aircraft assignment follows:

a. [REDACTED]

(1) Two U-2C with inflight refueling and single side-band installation.

(2) One U-2 with present configuration.

b. [REDACTED]

Two U-2 aircraft with present configuration.

DOCUMENT NO. _____
NO CHANGE IN CLASS. ☒
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S C 2011
NEXT REVIEW DATE: _____
AUTH: HR 70-2
DATE: 8 DEC 1981 REVIEWER: 064540

25X1A

c. [REDACTED]

Two U-2C aircraft with single side-band installation.

4. With the completion of the proposed modification program the following operational capability will ensue:

25X1A

a. [REDACTED] The Project IDEALIST overflight capability will be vested in this unit. World-wide photographic reconnaissance could be accomplished. Recall of mission aircraft could be effected.

25X1A

[REDACTED] collection. Photographic coverage of the Middle East and/or Africa could be accomplished. No recall capability would exist.

25X1A

c. [REDACTED] Primary mission would be photographic coverage of the China Mainland. Recall of mission aircraft could be effected.

5. Paragraph 3. of the attached Activity Program presents the cost estimates for related modifications which include a high altitude restart capability for the U-2C aircraft and additional single side-band modification for the U-2 aircraft. These related modifications are not recommended at this time. The following are comments in this regard:

25X1A

a. High altitude restart: The cost estimate of [REDACTED] or this modification may be prohibitively high in view of the extremely low incident of flame-outs experienced in the past with the J-75 engine.

25X1A

25X1D

b. Single side-band: This installation is recommended for U-2 aircraft [REDACTED] to remain in place to conduct peripheral [REDACTED] A recall capability would be essential if an effective quick reaction capability is to be assured.

COBALT 1 - [REDACTED]
COBALT 2 - [REDACTED]
COBALT 3 - [REDACTED]
COBALT 4 - [REDACTED]
COBALT 5 - [REDACTED]
COBALT 6 - [REDACTED]
COBALT 7 - [REDACTED]
COBALT 8 - [REDACTED]
COBALT 9 - [REDACTED]
COBALT 10 - [REDACTED]
COBALT 11 - [REDACTED]
COBALT 12 - [REDACTED]
COBALT 13 - [REDACTED]
COBALT 14 - [REDACTED]
COBALT 15 - [REDACTED]
COBALT 16 - [REDACTED]
COBALT 17 - [REDACTED]
COBALT 18 - [REDACTED]
COBALT 19 - [REDACTED]
COBALT 20 - [REDACTED]
COBALT 21 - [REDACTED]
COBALT 22 - [REDACTED]
COBALT 23 - [REDACTED]
COBALT 24 - [REDACTED]
COBALT 25 - [REDACTED]
COBALT 26 - [REDACTED]
COBALT 27 - [REDACTED]
COBALT 28 - [REDACTED]
COBALT 29 - [REDACTED]
COBALT 30 - [REDACTED]
COBALT 31 - [REDACTED]
COBALT 32 - [REDACTED]
COBALT 33 - [REDACTED]
COBALT 34 - [REDACTED]
COBALT 35 - [REDACTED]
COBALT 36 - [REDACTED]
COBALT 37 - [REDACTED]
COBALT 38 - [REDACTED]
COBALT 39 - [REDACTED]
COBALT 40 - [REDACTED]
COBALT 41 - [REDACTED]
COBALT 42 - [REDACTED]
COBALT 43 - [REDACTED]
COBALT 44 - [REDACTED]
COBALT 45 - [REDACTED]
COBALT 46 - [REDACTED]
COBALT 47 - [REDACTED]
COBALT 48 - [REDACTED]
COBALT 49 - [REDACTED]
COBALT 50 - [REDACTED]
COBALT 51 - [REDACTED]
COBALT 52 - [REDACTED]
COBALT 53 - [REDACTED]
COBALT 54 - [REDACTED]
COBALT 55 - [REDACTED]
COBALT 56 - [REDACTED]
COBALT 57 - [REDACTED]
COBALT 58 - [REDACTED]
COBALT 59 - [REDACTED]
COBALT 60 - [REDACTED]
COBALT 61 - [REDACTED]
COBALT 62 - [REDACTED]
COBALT 63 - [REDACTED]
COBALT 64 - [REDACTED]
COBALT 65 - [REDACTED]
COBALT 66 - [REDACTED]
COBALT 67 - [REDACTED]
COBALT 68 - [REDACTED]
COBALT 69 - [REDACTED]
COBALT 70 - [REDACTED]
COBALT 71 - [REDACTED]
COBALT 72 - [REDACTED]
COBALT 73 - [REDACTED]
COBALT 74 - [REDACTED]
COBALT 75 - [REDACTED]
COBALT 76 - [REDACTED]
COBALT 77 - [REDACTED]
COBALT 78 - [REDACTED]
COBALT 79 - [REDACTED]
COBALT 80 - [REDACTED]
COBALT 81 - [REDACTED]
COBALT 82 - [REDACTED]
COBALT 83 - [REDACTED]
COBALT 84 - [REDACTED]
COBALT 85 - [REDACTED]
COBALT 86 - [REDACTED]
COBALT 87 - [REDACTED]
COBALT 88 - [REDACTED]
COBALT 89 - [REDACTED]
COBALT 90 - [REDACTED]
COBALT 91 - [REDACTED]
COBALT 92 - [REDACTED]
COBALT 93 - [REDACTED]
COBALT 94 - [REDACTED]
COBALT 95 - [REDACTED]
COBALT 96 - [REDACTED]
COBALT 97 - [REDACTED]
COBALT 98 - [REDACTED]
COBALT 99 - [REDACTED]
COBALT 100 - [REDACTED]

STANLEY W. BEERLI
Colonel USAF
Acting Chief, DPD-DD/P

Attachment - 1
As noted above (IDEA 0005)

25X1A

DPD/OPS [REDACTED] pd (3 November 1960)

Distribution:

- Copy 1 - DD/P w/att
- Copy 2 - AC/DPD w/att
- ~~Copy 3 - ADGI w/att~~
- Copy 4 - DPD/Contracts w/att
- Copy 5 - DPD/Asst. Chief w/att
- Copy 6 - DPD/Plans w/att
- Copy 7 - DPD/FIN w/att
- Copy 8 - DPD/C/DB w/att
- Copy 9 - DPD/COPS w/att
- Copy 10 - DPD/RI w/att